

FIND FAULT WITH ELEVATED.

COMPLAINTS BRING FORTH A STATEMENT OF TRAFFIC.

Vice-President Bryan Says That Passengers Are Fewer, but the Car Mileage Has Increased—Mr. Belmont Said to Have Insisted on Important Improvements.

Since the opening of the subway there have been repeated complaints that the number of trains on the elevated lines has been cut down and that the crush is worse than ever before.

These complaints drew from General Manager Frank Healey last Tuesday a statement that three trains had been added to the East Side line in the rush hours and that not only had the service on the West Side lines not been reduced in these hours, but that no such reduction was contemplated.

Nevertheless two northbound express trains have been taken off the Ninth avenue line in the evening. This was done by lengthening the headway between 5 and 5:24 and between 6 and 6:30 one minute or from four to five minutes. From 5:24 to 6 o'clock the old four minute headway is maintained.

In answer to this complaint directly, Vice-President Bryan gave out a statement yesterday showing that, although the traffic on the elevated roads had fallen off for the first twelve days of November, both the speed of the trains and the car mileage on the system had been increased.

Here is Mr. Bryan's statement:

Statements have recently been made regarding the number of trains operated on the Manhattan Railway division of the Interborough Rapid Transit Company, hereinafter referred to as the "IRT," for the first twelve working days in November, 1904.

Passengers carried, November, 1904, 10,322,770.

Passengers carried, November, 1903, 10,301,345.

Decrease in 1904 for first twelve working days, 21,425.

First twelve working days, November, 1904, 2,000,702.

First twelve working days, November, 1903, 2,119,108.

Additional car mileage run for the above said twelve days, November, 1904, 25,372.

The above shows that passengers per car mile carried during the first twelve working days of November, 1904, equals 4.93 passengers per car mile, and for the same days during the year 1903 equals 4.61 passengers per car mile.

The decrease in the number of passengers, which is quite insignificant in proportion to the total carried, occurred at a time when the subway was being opened and thousands were riding in it as an experiment. Since then swarms have gone back to the elevated and it would seem that there had been no permanent falling off.

The loudest protest over the curtailed service comes from the regular patrons of the Fifty-eighth street line of the Sixth Avenue Road. This used to be the prize line of the entire system in point of service.

Trains were run frequently in business hours and it was nearly always possible to get a seat. For that reason many business men living as far north as Seventy-second street walked to the station at Fifty-eighth street every morning to avoid a rush on the Columbus and Third Avenue lines.

But now their plight is just as bad as any of their fellow travelers from further uptown. Between 9 and 10 o'clock in the morning, when the rush is particularly heavy, passengers at the Fifty-eighth street station have to wait as long as ten minutes for a train. The result is, that every train is crowded and people stand up in every car.

In the evening rush hours the interval between Fifty-eighth street trains is frequently eight minutes. Then again the trains are often held up at Franklin street for three or four minutes to allow the starting of Sixth Avenue locals from that point.

It is used to be the case that when the trains were run by the old company, when Russell Sage, George Gould, Col. Fain and many other men prominent in the Manhattan Railway traveled on the Fifty-eighth street line, they were known as the "Directors' line."

But Col. Fain is dead now and George Gould has moved to the Fifth Avenue line of the Park and River Street.

But Russell Sage is no longer a factor to be reckoned with in the management of the elevated roads. Those in charge now say that the Fifty-eighth street branch is not an integral part of the system.

To emphasize this view of the matter they have not only cut down the train service in rush hours, but shortened the time in which trains are run and lengthened the time in which the shuttle car to Fifth Street is operated.

So loud has been the outcry against the curtailed service on the elevated that the Interborough company is reported to have been stirred by it. At a conference in his office on Friday it is said that he delivered the following ultimatum to the heads of the operating departments:

"You are not running all the trains you could operate and you must do better. The public complaints about inadequate service are justified and I want the cause removed."

Mr. Belmont, it is said, delivered this message after a personal investigation of the traffic situation on the elevated roads.

NEW SUBWAY SCHEDULE.

To Take Effect on Wednesday, When East Side Branch Opens.

The new schedule of the Subway trains which will go into effect at 12 o'clock on Wednesday when the East Side branch from 103rd street to the Harlem River is opened, was decided upon yesterday.

The new arrangement provides for the operation during the rush hours of express trains every two and a half minutes instead of four, while the local trains will be run every two instead of three minutes.

This is the rearranged time table:

EXPRESS TRAIN SCHEDULE.

Between 9th St. and Brooklyn Bridge.

9:15 A. M. to 7:00 A. M. Every 2 1/2 minutes.

7:00 A. M. to 9:00 A. M. Every 2 1/2 minutes.

9:00 A. M. to 10:00 A. M. Every 2 1/2 minutes.

10:00 A. M. to 11:00 A. M. Every 2 1/2 minutes.

11:00 A. M. to 12:00 P. M. Every 2 1/2 minutes.

12:00 P. M. to 1:00 P. M. Every 2 1/2 minutes.

1:00 P. M. to 2:00 P. M. Every 2 1/2 minutes.

2:00 P. M. to 3:00 P. M. Every 2 1/2 minutes.

3:00 P. M. to 4:00 P. M. Every 2 1/2 minutes.

4:00 P. M. to 5:00 P. M. Every 2 1/2 minutes.

5:00 P. M. to 6:00 P. M. Every 2 1/2 minutes.

6:00 P. M. to 7:00 P. M. Every 2 1/2 minutes.

7:00 P. M. to 8:00 P. M. Every 2 1/2 minutes.

8:00 P. M. to 9:00 P. M. Every 2 1/2 minutes.

9:00 P. M. to 10:00 P. M. Every 2 1/2 minutes.

10:00 P. M. to 11:00 P. M. Every 2 1/2 minutes.

11:00 P. M. to 12:00 M. Every 2 1/2 minutes.

12:00 M. to 1:00 P. M. Every 2 1/2 minutes.

1:00 P. M. to 2:00 P. M. Every 2 1/2 minutes.

2:00 P. M. to 3:00 P. M. Every 2 1/2 minutes.

3:00 P. M. to 4:00 P. M. Every 2 1/2 minutes.

4:00 P. M. to 5:00 P. M. Every 2 1/2 minutes.

5:00 P. M. to 6:00 P. M. Every 2 1/2 minutes.

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Your Thanksgiving

will not be complete without

IT

Any Dealer Will Supply You.

TO BEAT A BALLOT LAW.

Maryland Republicans Evolve a Plan to Stop Vote Discrimination.

BALTIMORE, Nov. 19.—With the State election a year off the Republicans are preparing and are mapping out a plan by which they hope to defeat the Democrats in those counties wherein the Wilson ballot law is operative. Under the provisions of that act the names of the candidates for office in certain black belt counties must appear on the ballots without party designations.

The act is operative in Anne Arundel, Calvert, Charles, Frederick, Garrett, Kent, Prince George, St. Mary, Somerset, Talbot and Worcester counties, and in each of these the ballot next year will contain the names of the candidates for State offices, for the Legislature and for the various county offices.

At the last election only two marks were required on the ballot—one after the name of the Republican candidate and one after the name of the Democratic candidate—and the illiterate negroes were taught easily to make these two marks. To vote the full Republican ticket at the next election it will be necessary to make from six to twenty marks on the ticket. The constitutional amendment will also be placed on the ticket and will require an additional mark for or against.

To circumvent the apparent effort to confuse the illiterate vote a plan has been formulated to nominate only one man on the ticket in the counties heavily populated with negroes, so that they may be taught to vote for that nominee and against the Democrats, requiring only two marks.

This will probably not be done in Frederick and Garrett counties, which are considered surely Republican without the illiterate vote, but the plan will be used in all other Wilson bill counties.

TO SANDBLAST LONDON, TOO.

Process Used on the City Hall Is to Be Tried on the Fog-Grimed City.

Inventor Farnham of the sandblast with which the City Hall is being cleaned is in London at present, forming an English company with a London engineer, J. W. Jackson.

The representative in charge of the City Hall cleaning, Mr. Betts, says that the sandblast process is a new method of cleaning the City Hall and the company's English contractors.

"Why, this cleaning is not hurting the building, in my opinion; it is bringing out the natural beauty of the stone, the veins, colors and shadings. Our process does not chip the building; you see it is old and much chipped already. The sandblast process is a new method of cleaning the City Hall and the company's English contractors."

Mr. Farnham has been very successful in London. We have more work ahead of us there than we can handle. London is a very dirty city, and the sandblast process is a new method of cleaning the City Hall and the company's English contractors."

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Saxon a la Violette

An exquisite toilet soap made of refined vegetable oils together with certain medicinal extracts which dermatologists recommend to improve and soften the skin. The delicate yet fragrant perfume of the violet is employed to scent the soap.

The cake.....18 cents
The box of three cakes.....50 cents

Saks & Company

Broadway, 33d to 34th Street

For Monday, November 21, We Announce

An Exceptionally Important Sale of High Grade Velvet, Costumes & Coats for Women

MANUFACTURERS' MODEL GARMENTS

At Extraordinary Price Concessions.

Everything is relative. From time to time we have punctuated the season with special sales, each of which earned the right to be termed important. In its every phase this extraordinary offer transcends every other sale which we have conducted. The character of the garments is of the very highest. The models are post-season effects. The price concessions are extreme.

Regularly \$35.00 to \$50.00 } The Coats { Regularly \$58.00 to \$100.00
Special at \$22.00 } Special at \$32.00

An extensive series of high grade coats in about one hundred distinctive styles, suitable for street and evening service, from which to select. For the most part long models, fashioned of fine broadcloths in black, brown, white and a generous range of evening shades, richly lined. The collection has been divided into two classes and offered as above.

The Velvet Suits Regularly \$55.00 to \$90.00
Special at \$39.00

Long and short coat models of fine plain velvet in an exhaustive series of colors, including black, blue, green and brown. The collection of styles is diversified, many of them elaborately trimmed with rich lace and fine braids, in new and impressive effects.

The Costumes Regularly \$75.00 to \$150.00
Special at \$46.00

A collection of gowns of an exceptionally high character of Voile, Crepe de Chine, Velvet, Spangled Net and Broadcloth in a generous assortment of evening colors, as well as black or white, in a large variety of elaborate and impressive post-season styles for theatre and dinner wear.

\$50.00 Fur Lined Coats for Women at \$33.00.

New long French model, full and loose effect, made of fine broadcloth in black, brown or red, and lined with Russian Squirrel of an excellent grade, with large shawl collar of Persian Lamb, Sable Squirrel or natural Squirrel.

FOR MONDAY AND TUESDAY.

\$7.50 to \$12.50 Waists for Women \$4.95

Models which the cleverest designers have conceived, fashioned of silks of an exceptionally high character and elaborated with good taste as the discerning understand it—all contribute to the importance of this extraordinary sale, which concerns some three hundred waists in a variety of effective styles. They are of plain Taffeta Silk in black, white and a full range of colors, full shirred, with strappings and French hand embroidered knots and of fancy plaid Taffeta Silk in an extensive variety of colors in full plaited styles, together with a number of odd waists of fine silks and crepe.

Regularly \$7.50 to \$12.50. Special at \$4.95

FOR MONDAY AND TUESDAY.

An Important Sale of Sample Garments for Infants